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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

1. [redacted] the maritime channel was bordered by pairs of light buoys and could therefore be navigated by night. In the harbor area, the channel bent north-northeast to a concrete berth called Granitskaya Stenka and then continued to the Neva River. A small spit, opposite the concrete pier, was called Kanonerskiy. Granitskaya Stenka was a pier about 2,000 meters long, at which ships drawing up to 27 feet could be berthed. Four large one-story sheds, serving as warehouses for incoming and outgoing goods, were located at the northern end of this quay. Five three-ton electric cranes stood in front of the warehouses, which had single-track railroad sidings. The front of the large four-story cold storage house, which extended over 200 meters, closely adjoined the storage sheds. [redacted] the cold storage house had a capacity of 20,000 tons of frozen cargo. A stretch of ruined quayside adjoined the cold storage house, separating it from a site on which store sheds, warehouses, and six circular grain elevators were erected. Some luffing cranes were observed on the south spit of this quay. 25X1
2. The tank storage plant on the outermost spit of the harbor on the starboard side was conspicuous. It consisted of seven oil tanks with railroad sidings and wharves for tank vessels. Tank cars for dispatching oil were seen on the tracks. Since it was located at the outermost end of the harbor, the plant could be easily approached, and the water was deep enough to berth loaded tankers. [redacted] it was reported that only one tank-ship could berth there. 25X1
3. Unloading of ships was accomplished in day and night shifts and was only occasionally interrupted by rainfall. In comparison to German loading tempo, unloading in Leningrad appeared slow. Cargo could be transferred directly from ships to freight cars. A total of 60 modern refrigerated cars was seen on the Granitskaya Stenka. All cars were uniformly grey with a blue stripe below the roof, and were connected by flexible couplings. They had a load capacity of 65 cubic meters or 30 tons of refrigerated cargo. 25X1

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4. [] official at Leningrad gave the following information:

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- a. Every Soviet citizen who wished to build a house was granted a free loan up to 10,000 rubles, to be refunded within four years.
 - b. The manufacture of automobiles for the civilian population was inadequate, the demand far exceeding the number of cars deliverable. In Leningrad, an allotment system had been adopted, whereby every Soviet citizen who wished to buy an automobile and who had the purchase money was entitled to partake in the drawing of certificates of priority every Sunday. Such a certificate, 20 of which were drawn in Leningrad weekly, authorized the automobile plant to sell the holder a car. The cheapest car cost 9,000 rubles.
 - c. Prices and wages, as of mid-June 1954, were as follows: one kilogram of meat cost eight to 14 rubles; one kilogram of butter, 12 rubles; one kilogram of potatoes, 45 kopeks. A customs officer earned 1,250 rubles a month; a longshoreman, from 1,500 to 1,600 rubles; an actor, 10,000 rubles; a professor, from 10,000 to 12,000 rubles a month.
5. It was noted that propaganda played a minor role in Leningrad, whether in the harbor district or in the city. The population was very simply, almost poorly, dressed but appeared happy and contented. The gay accessible character of Soviet people met in Leningrad was an unexpected phenomenon in contrast to the traces of suppression, insecurity, and fear observed in Poland. The harbor installations were absolutely clean; the canal was without wrecks or other obstructions; buildings were in good condition. The large cold storage house was being given a new coat of white paint. Foreigners were impressed by the new and modern streetcars, and modern autobusses and trolley busses were also available for passenger traffic. The low percentage of automobiles in street traffic was noticeable; on the other hand, there were many trucks.

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